

## **AMENDMENTS TO THE SPECIFICATION**

Please replace Paragraphs 45 and 46 with the following paragraph rewritten in amendment format:

**[0045]** First clutch housing 336 is formed to include a series of flow passages for permitting the selective supply of fluid from a first accumulator chamber 410 formed in drive housing 308 through a first PWM control valve assembly 412 416 to first pressure chamber 394 or to a first cooling chamber 412. In particular, an accumulator passage 414 communicates with first accumulator chamber 410 and the inlet of first PWM valve assembly 412. A first supply passage (not shown) formed in first valvebody 354 communicates with a second supply passage 418 formed in first clutch housing 336 which, in turn, communicates with first pressure chamber 394. Likewise, a first exhaust passage (not shown) formed in first valvebody 354 communicates with a second exhaust passage 422 formed in first clutch housing 336 which, in turn, communicates with first cooling chamber 412 416. Suitable ring seals are shown between first valvebody 354 and first clutch housing 336 to provide a fluid-tight seal between the supply and exhaust flow paths.

[0046] As will be detailed, first PWM valve assembly 412 is selectively actuated by control module 68 to regulate the fluid pressure  $P_C$  delivered to first pressure chamber 394 and the exhaust pressure  $P_E$  delivered to first cooling chamber ~~412~~ 416. As previously noted, the amount of drive torque transferred to first output shaft 346 is proportional to the magnitude of the clutch engagement force exerted by first piston 392 on clutch pack 386 which, in turn, is a function of the control pressure  $P_C$  delivered to first pressure chamber 394 by PWM control valve assembly 412. Control valve assembly 412 is actuated in response to electric control signals generated by control module 68.